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ESTABLISHED 1857

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1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

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## INTIMATION

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Hongkong, 8th September, 1908.

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should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good will.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 84. Telephone No. 12.

DEATH.

On August 20th, from cholera, OWEN E. SHATTEN, of Lockport, Ill., U.S.A., at Wuho, in the General Hospital.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1908.

If the lock-out of cotton-mill operatives, which our London correspondent reports to be threatening in Lancashire, should actually occur it will initiate what promises to be a long and costly struggle between Capital and Labour, for the organisation on both sides was recently declared to be "perfect." The Lancashire cotton trade has been in a depressed condition for months, and spinners assert that the primary cause is that "many new mills have been erected, apparently without consideration as to whether there is raw material to run them or consuming markets to absorb the additional goods produced." In the more emphatic language of one of the Trade Union Secretaries, it is attributable to the "unreasonable folly of mill-building speculators and position seekers," who have brought about the present state by over-production, necessitating organised short time working through out the industry. Simultaneously with the working of shorter hours and a consequent reduction in wages.

It is worthy of note that Mr. C. J. Cooke, who swam from Kowloon Dock to Blake Pier on Monday night, lowered Messrs. McBride and Wilson's time by 18 minutes, the time taken by the former swimmer being 50 minutes, while the latter took 68 minutes to cover the distance. In the swim across the harbour, likewise, Barros and Alves were successful in lowering the time of the previous winner of the "China Mail" cup (G. Brotherton), by nearly two minutes. Brotherton completed the distance and won the race in 1000 ft. in 27 minutes 42/45 seconds, while in the practice swim on Monday night Messrs. Alves and Barros crossed the harbour in 26 minutes.

ration recently recommended the trade to seek a reduction of five per cent. in wages. The trade adopted the recommendation and, on the 20th ult., the Lancashire cotton spinners gave notice of the reduction in wages. We are without information as to the length of the notice given, but we may assume from the telegram we published yesterday that the reduced scale of wages

is about due to come into operation. A lock-out as a result of refusal on the part of the operatives to accept the reduction in wages would affect directly thirty-six million spindles, but as it has been considered not improbable that the workers in non-federated mills would likewise suffer, it is calculated that in all no less than fifty-five million spindles would be stopped. We do not know on what grounds the support of the operatives in the non-federated mills is expected, but it seems to us that it would be a suicidal policy on their part to join in the movement which the Trade Union is promoting. What can the Union hope to achieve by forcing the mill-owners to declare a lock-out in these circumstances? Their only hope can but be in the prospect of inflicting such losses on the mill-owners that the weakest will be driven to the wall and compelled to permanently close down their mills. The weakest are probably to be found among the non-federated mills, so that assistance given to the movement by the operatives employed in these mills would in all probability lead to many of them number being permanently displaced. A recognition of this fact, we imagine, would deter them from playing cat's-paw for the Union in this matter. The outlook is serious enough without their accession to the ranks, for we gather, from telegraphic information which has appeared in the Indian papers, that a lock-out by the members of the Employers' Federation would affect at least 150,000 operatives. The outlook in Lancashire is, therefore, a bad one, and we can only hope that some basis may be found for a compromise and that open hostilities ruinous alike to masters and men, as well as to national trade interests, will be avoided. It has been suggested on behalf of the masters that when the last five per cent. advance in wages was given to the work people it was with the avowed hope that, when bad trade caused employers to ask for a reduction, the operatives would be as generous to the employers as the latter had been to them. Possibly that hope would be realised if the reduction were five per cent. on full time, but the resentment manifested seems to be due to the fact that simultaneously with this reduction the mills are working on short time. The outcome of the negotiations now proceeding will be awaited with keen interest in the Far East as in all other parts of the world where Manchester goods have a considerable market. When we contract the view to the spinning and weaving industries which have developed in Asia we see a repetition on a smaller scale of what has taken place in Lancashire. Mill-building speculation has out-paced the growth of demand in the consuming markets and over-production is tending more and more to make the industry unprofitable to all concerned.

All opium divans at Hankow were ordered to be closed by the 5th inst.

The wives and families of the married sergeants of the 2nd Cameron Highlanders have been spending the summer at Shantung.

The East is East and West is West, but both are alike when it comes to a bargain sale, says a Singapore contemporary referring to the "usual scramble" at a local bargain sale.

It is currently reported, says *In Thailand*, that a Chinese Banking institution will be shortly opened in Kuala Lumpur, and that a well known local European is to have the management.

The inquiry into the death of a number of people who were killed by the collapse of houses at Shantung during the last typhoon should have been resumed yesterday, but it was postponed till Friday next.

A Hankow paper notes that German firms have again been successful in securing the bulk of the contracts for the Canton-Hankow railway, two local British firms having only managed to secure a very small contract each.

A native workman engaged in the erection of the iron superstructure over Blake Pier yesterday met with an accident through the breaking of a plank on which he was standing. He fell to the ground a distance of about fourteen feet, and received injuries to his back.

The premises belonging to Messrs. Blackhead and Company were robbed on Monday night by a coolie who hid himself in the place when it was being looked up. He afterwards got \$150 from a drawer and breaking open the door made his escape.

It is worthy of note that Mr. C. J. Cooke, who swam from Kowloon Dock to Blake Pier on Monday night, lowered Messrs. McBride and Wilson's time by 18 minutes, the time taken by the former swimmer being 50 minutes, while the latter took 68 minutes to cover the distance. In the swim across the harbour, likewise, Barros and Alves were successful in lowering the time of the previous winner of the "China Mail" cup (G. Brotherton), by nearly two minutes. Brotherton completed the distance and won the race in 1000 ft. in 27 minutes 42/45 seconds, while in the practice swim on Monday night Messrs. Alves and Barros crossed the harbour in 26 minutes.

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## TELEGRAMS.

[REUTER'S SERVICE]

## THE MEETING OF MINISTERS.

LONDON, September 6th.

A communiqué which has been issued at Vienna says that the interview between Baron Achrenthal and Sigor Tittoni at Salzburg has proved that Austria and Italy are in accord on all questions concerning the two allied States, and that all Cabinets are perfectly agreed to observe a benevolent expectation of the new régime in Turkey.

KING EDWARD.

His Majesty King Edward has returned to London.

MOROCCO.

LONDON, September 6th.

Tangier wires that the reformed remnant of Abdul Aziz's army has been routed. The commander of the force has taken refuge in the mountains.

BULGARIA.

Sofia reports strong symptoms of discontent at the Government's failure to express the Bulgarian feeling in regard to recent events in Turkey, and the Prime Minister is severely criticised.

## JAPANESE BUCKWHEAT PULP.

Scientists in Japan remarks an English commercial journal, have been investigating for some time into the possibility of discovering a substitute for wood pulp in the manufacture of paper. The consumption of wood pulp in Japan and other countries to which she looks for her supply of pulp in the future is increasing so rapidly as to make the question of finding a supplementary source of material for paper-making one of immediate interest. An announcement that has just been made regarding the possibilities of manufacturing paper from black-wheat straw has created considerable interest, but among the Japanese manufacturers and consumers of paper.

For a while it was hoped that the pulp made from rice straw, rags and waste would supply the reasonable demand in the market, but the materials have increased in price so enormously that these sources have been practically closed.

The pulp that is now made from black-wheat straw is the result of many experiments on the part of a leading scientist. He claims now that he has not only been successful, but that the product of his manufacture is decidedly economical.

The Canadian Trade Commissioner in Yokohama reports that the paper made from this pulp is excellent, and that the Japanese paper which is made with a mixture of buckwheat pulp is much better than that which is made, as hitherto, mostly from wood pulp. The new product produces result that is smoother, less blurred, has more lustre, and is a better paper than when made from wood pulp. It is stated that when wood pulp costs 14. per kwan (13.1 h.) buckwheat pulp, as the new material is called, can be placed upon the market for 7.4d. to 14d. per kwan.

## TYphoon Warning.

The telegram quoted below was received at the American Consulate-General, Hongkong, from the Manila Observatory at 1225 noon yesterday:—"Cyclone or typhoon N. E. of Luzon, moving N. W."

## CORRESPONDENCE.

TO THE EDITOR OF THE "DAILY PRESS".

HONGKONG, 8th September.

SIR.—Might I trespass on your space to appeal for more light?—I am under the impression that an agitation on similar lines is going forward at home.

Under present conditions, the best time of the year for outdoor exercise leaves us, or those of us who are tied down by office hours, about 20 to 40 minutes daylight. We leave the office at 5.30 or sometimes later and get to the Happy Valley or Kowloon or wherever our Club happens to be situated, about 5.30 and frequently later. We are therefore lucky if we can get in any exercise at all.

If we could only persuade the Government and Chamber of Commerce to agree to the working hours being changed in the winter season from 9 to 5, to 8 to 4, we would show our appreciation by grafting harder and doing better work. The scheme would benefit our young men, and would work for the betterment of the race. I fail to see what disadvantages would follow.

The prospects for sport under these conditions are great. How much better for young men to put in their time from 4 to 6.30 p.m. in healthy outdoor exercises than carry on as they, or many of them, do now, who spend 5 p.m. till dinner time at the clubs in the City. We get really nothing in the way of exercise in the summer time and a good winter's sport is a better pick-me-up than all the siftings, pegs, fizz &c. etc. ever created.

In addition to the other advantages, it would mean our getting up earlier and injoying the bracing effects of the morning air before it had got to the clubs in the City. We get really nothing in the way of exercise in the summer time and a good winter's sport is a better pick-me-up than all the siftings, pegs, fizz &c. etc. ever created.

In the swim across the harbour, likewise, Barros and Alves were successful in lowering the time of the previous winner of the "China Mail" cup (G. Brotherton), by nearly two minutes. Brotherton completed the distance and won the race in 1000 ft. in 27 minutes 42/45 seconds, while in the practice swim on Monday night Messrs. Alves and Barros crossed the harbour in 26 minutes.

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WOULD-BE-ATHLETE.

## SUPREME COURT.

Tuesday, September 8th.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMBERG  
(ACTING PUISNE JUDGE).

## A MISSING REMITTANCE.

## AT THE MAGISTRACY.

## THE STAMP ORDINANCE.

A test case of interest to the shipping community was heard at the Magistracy yesterday before Mr. Kemp. The commanders of the s.s. "Kwong Kai" were summoned for failing to stamp a cargo receipt and, pleading guilty, was fined \$50. It was stated that according to the usual practice a compradore instead of affixing a stamp had merely chopped the shippers' book on receiving the cargo. In this instance the cargo consisted of treasure and the freight paid was only fifty cents. Mr. Dennis, from the Crown Solicitor's office, appeared to prosecute.

## OLLA PODRIDA.

## ELEPHANT AND DROWNING BOY.

A boy named Clarence Macomber, with 2,000 other spectators, was watching the swimming antics of elephants in Lake Quinsigamond, in Massachusetts. The lad, who was standing on the bank, lost his balance and tumbled into ninety feet of water. Jessie, the largest of the elephants, seemed to divine his danger, and as he was sinking for the third time caught him by the arm with his trunk and thrashed toward shore, holding him up in the air, until a policeman lifted him safely to the float.

## A PAPAL LEGATE TO ENGLAND.

This month will see the first visit of a Papal Legate to England which has taken place since the Reformation, for Cardinal Vanutelli is to visit England in that capacity to the Eucharistic Congress. Cardinal Vanutelli is one of the most influential members of the Sacred College, and stands extraordinary high in the confidence of the Pope. The gathering of Cardinals over which he will preside will be by far the largest which has ever assembled in England, for there will be no fewer than nine members of the Red Hat present.

## DEAR FISH.

A Chinese who stole a basket of fish from the Market, bolted down the street and boarded the ferry for Yaumai, was followed by the owner who, however, missed the ferry and had to wait for another launch. On getting to the other side he found the thief calmly selling his fish. He was brought before the Court yesterday and remanded.

## SECOND OFFICER SUMMONED.

Christian Dell, second officer on board the s.s. "Sexta," appeared before Mr. Wood charged with assaulting a boy on board the steamer. His Worship, after hearing the evidence, dismissed the summons.

## SNATCHING.

The police are doing their utmost to stop the practice usually described as "street snatching." Yesterday another man who stole an ear pick from a lady's hair and made off was sentenced to twelve months' imprisonment and 24 strokes with the birch. When he snatched the ear pick the lad was away and he was promptly arrested by a Chinese detective.

## OPENING BISCHER COOLIES.

A Chinese gentleman prosecuted a Kowloon rice coolie for demanding more than his legal fare. Mr. Wood fined the defendant \$4.

## REFUSING HIRE.

Mr. Ross of the P.W.D. appeared in support of a summons against two chair coolies for refusing to accept hire. Defendants did not attend and the case was adjourned for four weeks.

## CANTON.

## FROM OUR CORRESPONDENT.

September 7th.

## MOURNING DISREGARDED.

His Excellency Yeung Shing, ex-Minister to Germany-left Canton for Peking on the 3rd instant. The Wai-wa-pa telegraphed for him because they are in urgent need of a high official with knowledge of foreign languages. Yeung is still in mourning, and, according to Chinese Custom, Civil officials cannot hold appointments during their mourning, so that the summoning of His Excellency to Peking shows a disregard of custom.

## THE MACAO BOUNDARY.

Owing to frequent troubles arising between the Chinese and the Portuguese Governments over the boundary question of Macao, Viceroy Chang has suggested to the Wai-wa-pa the establishment of a foreign office in the district of Chin Shan where a sub-prefect will be appointed to deal with international questions.

## FLOOD PREVENTION.

The Self-Government Association has written a letter to Viceroy Chang suggesting the construction of large canals in the Canton Delta to lead the waters of the North, East and West Rivers into the neighbourhood of the mouth of the River near the sea, so as to prevent the repetition of disastrous floods in future. They also suggest the prohibition of reclamations of the foreshore in the Delta for paddy fields. The Viceroy replied that he has been considering this important subject ever since the flood happened and has had several interviews with the Kwong Chau Prefect on the matter. He has given instructions to the Provincial Treasurer Judge, and several Taotais to report to him the names of officials acquainted with hydrography and these will be instructed to inspect the Rivers and devise means to carry out the project. This might interest some Hongkong engineers.

## THE WRECK OF THE "NEW ORLEANS."

## VESSEL CONSIDERABLY DAMAGED.

The British steamer "New Orleans" has arrived at Singapore from Pulau Laut in tow of the Danish salvage steamer "Protector." It will be remembered that the "New Orleans" went ashore in the Pulau Laut Straits while on a voyage from Ocean Island to Hamburg. It was feared that she was a total loss. The accident occurred while the vessel was trying to make the Pulau Laut coaling station.

The Eng. Z. Switens Salvage Company of Copenhagen sent their salvage steamer "Protector" from Hongkong, to her assistance.

The rocks were blasted from underneath the "New Orleans" and she was floated after about a thousand tons of her cargo had been taken out of her. She was patched up temporarily and was towed to Singapore as stated. Her rearing on the reefs at each end, her decks collapsed amidships and her sides are buckled. It will be impossible to estimate the real damage until the vessel has been dry-docked but it is believed that extensive repairs will have to be carried out. Fortunately, the salvage operations were favoured by fine weather. The floating of the "New Orleans" was a smart piece of work.

It is understood that tenders for her repairs are to be called for in Singapore, Hongkong and Shanghai.

It is possible that the Danish salvage steamer "Protector" may proceed to Muar to raise the sunken steamer Sri Muar. —*Press*.

## PROFITS OF THE MINT.

Nearly 150,000,000 coins, Imperial and Colonial, were made during 1907 by the Mint, according to the Deputy Master's report.

The following table shows the value of the coins made during the past two years, with the average of the previous ten years:

	1906	1907	Average	1907-1908
Gold	\$12,165,000	\$20,951,000	27,503,663	
Silver	1,705,070	2,019,928	1,815,924	
Bronze	184,529	227,550	125,566	
Total	\$14,044,590	\$23,198,378	29,143,016	

Some interesting figures showing the actual value of the raw material of silver coins are also given. Silver to the weight of 6,416,280 ounces was purchased at a cost of 2690.123. The coins made from the silver represented, however, 21,490.027—a profit of 11.5 per cent being secured in the making.

The total expenditure on metal was \$1,411,266 and from this coins to the value of \$22,156,723 were produced—giving a profit of 52.82 per cent. Automatic machine, says the Deputy Master, have been responsible for an enormous increase in the demands for bronze coins. One company alone took 33,964,671 pennies—weighing about 316 tons—in one year. The demand is expected to continue.

## FAVETE LINGUIS.

Sir Frederick Bridge cries "Ichabod!" in a letter to the "Times." The master of his particular Jeremiad is the singing of the National Anthem, or rather the English failure to sing it as compared with the chorus in union of a Canadian crowd. As Sir Frederick puts it, "even in the City of London, so loyal to the King, it is generally left to us to moderate soprano vocalists, who sing it as fast as she can, with usually, an accompaniment terrible to hear. The guests preserve a rigid silence and a sad face." There is truth in this. But we fancy Sir Frederick mistakes the cause when he ascribes it to ignorance of the words. That is not it. Most certainly it is not disloyalty which keeps us dumb. It is neither more nor less than the remnant of that splendid insularity which—thank goodness!—we have not yet wholly exchanged for the *fausse bonhomie* of a pretended cosmopolitanism.

Great Britain has taken no steps to recall the British Garrisonies officers in Macedonia preferring to await a unanimous international agreement.

London, August 22nd.

The Russian officers in the Macedonian gendarmerie, who are at present absent, have not been granted an extension of leave of absence with a view to recall.

London, August 24th.

Seven thousand people are homeless at Stan-

za. A number of men and women and

children are reported to have perished in the fire.

Great Britain has taken no steps to recall the

British Garrisonies officers in Macedonia pre-

ferred to await a unanimous international

agreement.

London, August 22nd.

A telegram from Pretoria states the General Botha, speaking in the Legislative Council, declared that Lord Milner's administration was the most unfortunate thing that ever happened to the Transvaal. The distribution of the grant of three millions was the ugliest incident in the country's history.

London, August 22nd.

A NEW USE FOR THE EIFFEL

TOWER.

London, August 22nd.

The American expert De Forrest, with the consent of the French Government has engaged the Eiffel Tower for the establishment of wireless telephony between Paris and New York, He is confident of success.

London, August 22nd.

Mr. De Forrest has engaged a tower in New

York 880 feet high as the American terminal

for his service of wireless telephony.

London, August 22nd.

THE DUKE OF DEVONSHIRE AND

DE TH. DUTIES.

London, August 22nd.

The Duke of Devonshire speaking at a

unction at Eastbourne, said the heavy death

duties had compelled him to curtail considerably

the scale of expenditure maintained by the late

Duke.

DEATH OF SIR F. B. HENNIKER.

London, August 22nd.

The death has occurred of Sir F. B. Hen-

niker on board the s.s. "Arabia" on the 19th

instant.

ENGLISH CRICKET.

London, August 22nd.

Yorkshire has beaten Gloucestershire by 182

runs.

Notts has beaten the Philadelphians by 130

runs.

The following matches were abandoned:—

Essex vs. Surrey; Sussex vs. Middlesex; Hamp-

shire vs. Warwickshire and Lancashire vs.

Worcestershire.

NEW BRITISH MINISTER AT

TANGIER.

London, August 21st.

The Hon. Reginald Lister, C.V.O., of the

British Embassy in Paris, has been appointed

Minister at Tangier.

THE AMERICAN BATTLESHIP

FLEET.

London, August 21st.

2,500 American sailors landed and marched

in procession through the streets of Sydney

to-day. They carried arms but no ammunition.

The scene was brilliant, and most cordial

greetings were exchanged.

LATER.

Lord Northcote has telegraphed to President

Roosevelt: "The Australians are glad of the

opportunity to express their admiration of your

sailors and the esteem and affection in which

your country is held, whose glorious flag they

hope to see always floating beside that of their

motherland." President Roosevelt replied

expressing the appreciation of the American

people of the generous hospitality shown to

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LATER.

King Manuel, who made his first appearance

outside Lisbon to-day, made a short speech on

the occasion of the celebration of the centenary

of the battle of Vimiera. It was a memorable

military spectacle. His Majesty unveiled the

monument commemorating Wellington's vic-

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER. Advertisements and Subscriptions which are not served for a fixed period will be continued until demanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Rd. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

THE NEUK No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession. Apply to

PERCY SMITH & SETH,  
No. 6, Queen's Road Central,  
Hongkong, 9th September, 1908. 1279

## TO LET.

DETACHED FURNISHED HOUSE for 6 months or longer on ROBINSON ROAD with Tennis Court, 5 rooms. Moderate rent to a suitable tenant. One Room suitable for Office. Des Voeux Road, Central. Apply to

FREDERICK ELLIS,  
Estate Agent,  
84, Des Voeux Road Central,  
Hongkong, 9th September, 1908. 1280

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship  
"HAICHING".

Capt. Passmore, will be despatched for the above ports on FRIDAY, the 11th September, at 2 p.m.

A Reduction of 20 per cent. on First Class Fare to Foochow will be made during the month of September.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers,  
Hongkong, 9th September, 1908. 1281

## TO LET.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KÖBE.

THE Company's Steamship  
"AUSTRIA".

Captain Raissich, will leave for the above places on WEDNESDAY, the 16th inst., P.M. This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & CO.,  
Agents,  
Prince's Building,  
Hongkong, 9th September, 1908. 3

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From HAMBURG, MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamer

"MONMOUTHSHIRE".

Captain Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expenses.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 14th inst., at 8 p.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

SHEWAN, TOME'S & CO.,  
Agents,  
Hongkong, 7th September, 1908. 1278

## WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply— A. H.,  
Care of "Daily Press" Office,  
Hongkong, 5th September, 1908. 1266

## WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply— Care of "Daily Press" Office,  
Hongkong, 2nd September, 1908. 1255

## NOTICE.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the estate of MR. JOH. THIEN, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.o.

H. LINDEMAYER,  
Executor,  
Hankow, 20th August, 1908. 1235

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.,  
Care of "Daily Press" Office,  
Hongkong, 13th November, 1908. 1020

## INTIMATIONS

## HONGKONG CLUB

## NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock A.M. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order,  
JAMES CRAIK,  
Acting Secretary,  
Hongkong, 3rd September, 1908. 1258

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LAPRAIK & CO.,  
General Managers,  
Hongkong, 2nd September, 1908. 1257

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of Electing Officers for the ensuing year, &c.

DAVID WOOD,  
Acting Hon. Secretary,  
Hongkong, 3rd September, 1908. 1259

HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, the 26th September at 12 NOON, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 26th September both days inclusive.

JARDINE, MATHER & CO., LTD.,  
General Managers,  
Hongkong, 8th September, 1908. 1275

JUST ARRIVED.

A MERICA'S LEADING W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

ERET FORM AND NUFORM.

HOOSAIN-ALI & CO.,

14, Queen's Road, Central,  
Hongkong, 27th August, 1908. 651

FOR SALE AT THE BEGINNING of 1909.

A COMPLETE PLANT of SUGAR MACHINERY. Capable of Dealing with 2,200 Gallons juice per hour, comprising:

1 Three Roller Mill 3' by 7' with Hydraulic on back roll and having Cans and Megass Carriers complete. Horizontal Single Cylinder Engine 42" by 28" and Cast Steel Gearings.

1 Triple flat of 2,500 square feet heating surface with Vacuum Pump just to double the requirement to take a Vacuum Pan, if necessary.

1 Electric Heater of 800 square feet heating surface.

8 Clarifiers of 600 Gallons each on platform supported by C.I. Poles.

4 Filter Press 25 inches square with 31 Chambers each.

2 Eliminators with Copper Coils, &c.

The above as supplied by Messrs. McOwens Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Macerad or Concentrate Sugar without Molasses residue.

2 Stirling Boilers working at a pressure of 160 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.

1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.

1 Electric Lighting Plant.

Factory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with megass fuel alone except for raising Steam.

The Factory can be seen at work on Nawa Sooia Estate, Peikau, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to— THE STRAITS SUGAR CO., LTD.,  
27, Austin Friars,  
London, E.C.

or to JOHN TURNER,  
Penang,  
Strait Settlements,  
Hongkong, 27th August, 1908. 1231

WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

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Apply by letter to— B. R.,  
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Hongkong, 13th November, 1908. 1020

## TO LET

## FROM 1ST MAY

## TO LET

## KOWLOON

KOWLOON MARINE LOT 48, Yammati, Area 55,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Hongkong, 18th January, 1908. 1221

## TO LET

A HOUSE in Wong Nai Chong Road.

No. 10, DES VEAUX ROAD CENTRAL.

1st floor.

"HATHERLEIGH," Conduit Road.

OFFICES in YORK BUILDING.

GODWINS and No. 16B, Des Voeux Road

next to the HONGKONG HOTEL.

FLATS in MELTON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
Hongkong, 1st September, 1908. 1258

## TO LET

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
Hongkong, 1st September, 1908. 1258

## TO LET

A. B. AVASIA,  
Care of E. Pabany,

Hongkong, 5th September, 1908. 1267

## TO LET

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—

THE COMPRODOR'S DEPARTMENT,  
Nippon Yuzen Kaisha,

Hongkong, 8th July, 1908. 128

## TO LET

WING ON, Contractor,

34, D'Aguilar Street.

Hongkong, 1st September, 1908. 1250

## TO LET

NOS. 1, 2 and 5, ORMSBY TERRACE,

Kowloon, with Ground at rear for Recreation or Garden.

No. 2, KIMBERLEY VILLAS, K. Wilson.

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 5th September, 1908. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907.

£18,114,624.

I. Authorised Capital ..... £3,000,000  
Subscribed Capital ..... 2,750,000  
Paid-up Capital ..... 1,050,000 0 0  
II. Fire Funds ..... 3,063,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 21st July, 1908. 1019

THE GLORIUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August 1908. 23

## NOTICE TO CONSIGNEES

BENZ LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUTO," FROM MIDDLEBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd September, 1908. 1200

NAVIGAZIONE GENERALE ITALIANA (Florio and Babattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship.

"CAPRI."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 16th inst., or they will not be recognized.

All Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 7th September, 1908. 4

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK." A.1. A.R.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ..... 723 feet.

Length on Blocks ..... 513 feet.

Width of Entrance on Top ..... 961 feet.

Width of Entrance on Bottom ..... 884 feet.

Water on Blocks at Spring Tide 844 feet.

DOCK No. 1.

Extreme Length ..... 523 feet.

Length on Blocks ..... 350 feet.

Width of Entrance on Top ..... 68 feet.

Width of Entrance on Bottom ..... 65 feet.

Water on Blocks at Spring Tide 61 feet.

DOCK No. 2.

Extreme Length ..... 371 feet.

Length on Blocks ..... 350 feet.

Width of Entrance on Top ..... 68 feet.

Width of Entrance on Bottom ..... 65 feet.

Water on Blocks at Spring Tide 52 feet.

PATENT SLIP.

Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS for APPLIANCES to undertake BUILDING, or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

KEATING'S  
LOZENGES

CURE THE WORST COUGH  
SOLD IN BOTTLES EVERYWHERE.

APIOLINE.  
(CHAPOTEAUT)

LADIES  
SAFETY  
REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steep Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THORNE'S  
OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO. LTD.

As Supplied to the House of Commons

DAVID COBB & SONS  
MERCHANT NAVY  
NAVY HOLED  
LONG FLAX  
RELIAINE CROWN  
TARPAULING

ARNHOLD, KARBERG & CO.  
Sole Agents.

MR. M. H. CHAUN.

THE late Method of the AMERICAN SYSTEM OF DENTISTRY.  
32, QUEEN'S ROAD, CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907.

SIENT TING.  
SUNG YEN DENTIST.  
No. 19, DAUGILAR STREET.  
TERMS: VERY MODERATE.

Constitution Free.  
Hongkong, 1st September, 1908. 575

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDER and CHILLED HOT. From No. 10 to SSSG at 35.87 and 1.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.  
Hongkong, 26th October, 1908. 729

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongery, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET (2nd Street, west of Central market) Telephone No. 515.

ON SALE.

THE FIFTY YEARS  
ANGLO-CHINESE CALENDAR

From 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE TUNG CHI TO THE 39TH YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## BANKING SYSTEMS.

WHY THE SCOTTISH BEATS THE ENGLISH.

The following article is from the Cosmopolitan Financier:

Englishmen know very little about Scotch banking, and would be surprised to learn that it differs in any organic way from English methods; even the late Sir William Harcourt lived to be Chancellor of the Exchequer before he discovered any differences, for he once related to a public meeting how astonished he was to receive interest on the balance of a small account he opened with a Scotch bank. Sir William was spending part of his annual vacation in the Highlands, and purely for his temporary convenience he opened a drawing account with the nearest bank. With finally withdrawing his balance on his departure, he also received a sum for interest on the account during the few weeks of its existence. "How is it done?" asked Sir William; and other people have asked the same question. We all know the classic joke made by Punch in explanation of a long series of Scotch successes at the old Wimbledon rifle meetings, that the Scotchmen knew how to make a little match go a very long way; but the true reasons are more deep-seated than Punch's answer at Scotchmen's paroxysms which would justify.

FORMED BY AN ENGLISHMAN.

In 1695, John Holland, an Englishman, founded the Bank of Scotland as a private joint-stock bank, quite independent of Government. Since that date the record of Scottish banks has been uniformly creditable, with one exception, which we shall note later. It has often been pointed out that before, during and after the Napoleonic wars, English banks failed in great numbers, by hundreds. The great "country" bank failures of 1792, 1814, 1815, 1816, and in 1825, spread ruin and misery for greater than the South Sea Bubble swindles, or the failure of the Mississippi scheme in France. From 1809 to 1830, over three hundred banks suspended in England, while not a single Scotch bank failed or closed its doors.

"Give you a definite instance?" Well, see here: I was out in your Hyde Park the other evening, and heard a man talking Socialism in connection with what he called Hunger Marchers. Why, that man wouldn't be allowed to speak in such a strain for a minute in a called free America.

"The fact is," said Mr. Gourdin, "we badly want a change over in America. You think we're a free country, but we're not. Why, the R.ian, who's supposed to be a down-trodden, would stand the state of things in the States for twenty-four hours, and you English wouldn't stand that for sixty seconds."

"Then, look at our justice! There's the

Thew case still dragging on. Over here you'd have hanged or liberated Thew in a few weeks. And our financial state is all rotten, with the feeling of insecurity that a constant change of rule brings. We neither rule ourselves nor have an incentive to rule on. We're just between the two."

"It was in 1903 that some of us decided that a monarch was what our country wanted. So, in a quiet way we began pushing our ideas till, to-day, with a total following of nearly 2,000,000 people, spread over all the States, we feel the time is ripe to go ahead."

"Seven of us came over in the Lusitania on June 23. My colleagues are now in different countries on the Continent, and I am trying to organize British opinion."

"It is naturally impossible to say what steps I am taking to secure the sympathy of King Edward, but that is what I am aiming at."

"Now you want to know about Helen of

New York. Well, we thought it would rouse less antagonism if we set a woman on the throne, so this lady was selected. I may not give you her full name, as publicity would be premature, but I may say she is a handsome, intellectual, young single woman, of queenly bearing. As regards her marriage, which will be necessary to secure an heir to the throne, that will be left to her; but of course, we would rather she married a European prince than an American street-welder."

"She will be assisted in her rule by a House of Lords and a House of Commons like your own, and there will be nobility, the Sitzes and houses, who to-day practically elect the governors and mayors, becoming dukes and earls. You may take it from me that Helen can trace her descent from European Royalty, and that she will properly fill her high position. Only under a monarchy can all the different races that make up the American people be welded into a nation."

"The movement is being run by practical men—I myself am a successful organizer—and we are not visionaries; we do not expect to attain our ends without bloodshed. But within three years we look to see Helen crowned Queen at Washington."

I secured a promise that I would keep well posted as to these stirring events, and took my leave, hoping for a front place in the battle, and a presentation at Queen Helen's Court.

And in the Strand a number of American tourists were gazing idly into shop windows, and the policeman regulating traffic at Wellington-street seemed utterly ignorant of the gigantic upheaval being arranged to close at hand.

## A QUEEN FOR THE UNITED STATES!

EDWARD OF NEW YORK.

"Within three years, this lady will be crowned Queen Helen of the United States of America at Washington after one of the most terrible civil wars the world has ever seen."

"The speaker was quite the nicest and most affable platter of wholesale bloodshed I have ever met (writes a "Daily Chronicle" representative). He waved a toothpick as he uttered this staggering prophecy, and smiled pleasantly.

The interview was the outcome of the following "agout ad" which appeared in a London newspaper:

"THE ROYALISTS of the UNITED STATES of AMERICA, organised for the purpose of securing REAL LIBERTY and to crown Helen of New York Queen."

We desire the AID of Royalists of the World who can place our cause before their respective Sovereigns and secure their practical support.

LOUIS A. GOUDRAIN.

Suite 704, Savoy Hotel.

The whole thing suggested an atmosphere of secrecy, with swords and cloaks and mysterious passwords, and I was easily conscious of my unorthodox appearance as I was ushered into Mr. Gourdin's presence.

I found the advertiser a tall, dark, clean-shaven American, with black piercing eyes—very like the general idea of Sherlock Holmes. Only the roar of traffic from the Strand floating in at the window reminded me that I was not an Anthony Hope character, plotting against the throne of Harrietia.

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"Seven of us came over in the Lusitania on June 23. My colleagues are now in different countries on the Continent, and I am trying to organize British opinion."

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 9th inst.
LONDON & VIA USUAL PORTS CALL.	MALTA	Brit. str.	k.w.	H. Powell	P. & O. S. N. Co.	On 19th inst. at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k.w.	Kotzé	HAMBURG-AMERIKA LINIE	About 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st October.
MAURITIUS, &c. VIA PORTS OF CALL.	AUSTRALIEN	Fr. str.	—	Varren	MESSAGERIES MARITIMES	On 15th inst. at 1 P.M.
MAURITIUS, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jan. str.	k.w.	A. Keith	NIPPON YUSEN KAISHA	On 16th inst. D'light
MAURITIUS, HAVRE & COPENHAGEN	CATHAY	Dan. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	Middle of September.
MAURITIUS, ANTWERP & HAMBURG, &c.	SLAVONIA	Ger. str.	—	C. H. Bader	NIPPON YUSEN KAISHA	To-morrow.
MAURITIUS, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMPA MARU	Jap. str.	k.w.	G. Miesner	MELCHERS & CO.	To-morrow. at Noon.
NAPILES, GIBRALTAR, &c.	DERFFLINGER	Ans. str.	—	B. Bednarz	SANDER, WIELER & CO.	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	VORWAERTS	Ans. str.	—	—	SHEWAN, TOME & CO.	On 21st inst. at 5 P.M.
NEW YORK & BOSTON VIA PORTS & SUZ CANAL	INDRAMAYO	Ans. str.	k.w.	Karberg	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	VANDALIA	Ans. str.	—	W. Ross	STANDARD OIL CO.	On 10th October.
NEW YORK	SHIMOSA	Brit. str.	—	G. S. Laprak	CANADIAN PACIFIC R. CO.	About 30th inst.
SAN FRANCISCO	DAKOTA	Brit. str.	2 m.	Boyd	CANADIAN PACIFIC R. CO.	On 11th inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	LENNOX	Brit. str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Jap. str.	—	J. Miesner	DODWELL & CO. LTD.	On 15th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Brit. str.	—	St. John George	HAMBURG-AMERIKA LINIE	About 20th inst.
VICTORIA, B.C. & SEATTLE, WASH., &c.	INVERIC	Brit. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 29th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TOGA MARU	Jap. str.	—	L. Dawson	GIBB, LIVINGSTON & CO.	To-morrow. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 3rd Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	H. Fraser	BUTTERFIELD & SWINE	On 10th Oct. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TRIESTE	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 30th Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	Pander	NIPPON YUSEN KAISHA	To-day. at Noon.
KUMANO MARU	KAMAKURA MARU	Jap. str.	—	P. Nalin	JAVA-CHINA-JAPAN LIJN	On 30th inst. at Noon.
KUMANO MARU	TSIPANAS	Dut. str.	—	H. Harder	BUTTERFIELD & SWINE	Quick despatch.
CHINGWANTAO, JAPAN, AMERICA, &c.	OUTREMER	Frenstr.	—	G. Divers	JARDINE, MATHERSON & CO. LTD.	To-morrow.
CHINGWANTAO, JAPAN, AMERICA, &c.	LIANGCHOW	Brit. str.	—	W. W. Cooke, E.N.E.	MELCHERS & CO.	To-day. at 4 P.M.
SHANGHAI	YATSHING	Brit. str.	—	Barillon	P. & O. S. N. CO.	To-day. at Noon.
SHANGHAI VIA SWATOW	LUIZOW	Ger. str.	—	Belofter	MESSAGERIES MARITIMES	About 8th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PEBA	Brit. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	About 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	VILLE DE LA CIOTAT	Brit. str.	—	Raleigh	SANDER, WIELER & CO.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. CO.	On 34th inst.
SHANGHAI, YOKOHAMA & KOBE	TRASQUERAH	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, YOKOHAMA & KOBE	SAMIA	Brit. str.	—	F. Northcombe	JADELINE, MATHESON & CO. LTD.	On 16th inst. P.M.
SHANGHAI, MOJI & KOBE	AUSTRALIA	Ans. str.	—	I. Fukuro	JADELINE, MATHESON & CO. LTD.	About 17th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ORIENTAL	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWINE	On 22nd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YETOTORO MARU	Jap. str.	—	S. J. Payne	JADELINE, MATHESON & CO. LTD.	On 2nd Oct. at Noon.
SHANGHAI	KUTSANG	Brit. str.	—	R. Rodger	SHEWAN, TOME & CO.	Quick despatch.
NINGPO & SHANGHAI	THE WONG	Brit. str.	—	T. Myrick	JADELINE, MATHESON & CO. LTD.	On 11th inst. at 4 P.M.
ANPING VIA SWATOW & AMoy	YOKHOU	Brit. str.	—	R. W. Almond	SHEWAN, TOME & CO.	On 12th inst. at 4 P.M.
TAMSUI VIA SWATOW & AMoy	SHOHO-MARU	Jap. str.	—	F. Sembill	MELCHERS & CO.	To-day. at Noon.
SWATOW, AMoy & FOOCHEW	DAIJIN MARU	Jap. str.	—	D. S. SASSOON & CO. LTD.	On 11th inst. at 9 A.M.	
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HAICHING	Brit. str.	—	Pedone	JARDINE, MATHERSON & CO. LTD.	On 12th inst. at 3 P.M.
MANILA	HULICHOW	Brit. str.	—	H. Kon	CARLOWITZ & CO.	On 12th inst. at 8 P.M.
MANILA	LOOGHSONG	Brit. str.	—	de Brouwer	NIPPON YUSEN KAISHA	On 17th inst. Quick despatch.
SANDAKAN	ZAPIBO	Brit. str.	—	—	JAVA-CHINA-JAPAN LIJN	—
KUDAT & SANDAKAN	YUNHSANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	RUMSANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	BOHNEO	Brit. str.	—	—	—	—
BOMBAY VIA SINGAPORE & PENANG	BOKEGANG	Brit. str.	—	—	—	—
BOMBAY VIA SINGAPORE & COLOMBO	CAPE	Brit. str.	—	—	—	—
BOMBAY, CHEELIBON, SAMARANG, &c.	YENHOI MARU	Jap. str.	—	—	—	—
BOMBAY, CHEELIBON, SAMARANG, &c.	TSIMSHI	Dut. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days ACROSS THE PACIFIC in the "IMPRESS LINE" SAVING 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS LONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).  
R.M.S. TO LEAVE HONGKONG ARRIVE VANCOUVER

\* "LENNOX" 3,700 " FRIDAY, 11th Sept. .... 16th Oct.

"EMPEROR OF CHINA" 6,000 " SATURDAY, 26th Sept. .... 17th Oct.

"MONTEAGLE" 6,163 " SATURDAY, 3rd Oct. .... 27th Oct.

"EMPEROR OF INDIA" 6,000 " SATURDAY, 17th Oct. .... 7th Nov.

"EMPEROR OF JAPAN" 6,000 " SATURDAY, 7th Nov. .... 23rd Nov.

"EMPEROR OF CHINA" 6,000 " SATURDAY, 23rd Nov. .... 19th Dec.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR OF CHINA" will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship, Express, and at 14,500 ton register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 471,10

1st and 2nd Class Passengers, £40. 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

B.M.S. "MONTEAGLE" carries Inter-Continental Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger's Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th September, 1908. 162

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. TO SAIL

STEAMERS "LUTZOW" Capt. O. Divers 9th September.

"DERFFLINGER" Capt. G. Miesner 10th Sept. at Noon.

"MANILA" Capt. Miesner 10th Sept. at 3 P.M.

KUDAT & SANDAKAN "BOHNEO" Capt. F. Sembill Friday, 11th Sept. at 8 A.M.

VORWAERTS, Capt. Bednarz, will be despatched as above on or about the 25th September.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information, to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Princes Building, Hongkong, 24th August, 1908.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th September, 1908.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & "VILLE DE LA CIOTAT" About 14th Sept. CAPT. C. Barillon

MARSEILLE, VIA PORTS OF "AUSTRALIA" On 15th Sept. 1 P.M.

SHANGHAI, KOBE & "CALEDONIAN" On 28th Sept. P.M.

MARSEILLE VIA PORTS "ERNEST SIMONE" On 29th Sept. 1 P.M.

MARSEILLE VIA PORTS "GIRARD" On 29th Sept. 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Cloembo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours by Rail from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to DODWELL & CO., LIMITED.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
BONDON and ANTWERP VIA SINGAPORE, PENANG, NYANZA ANG, COLOMBO, PORT SAID and MAESBILLE	NYANZA Capt. H. S. Bradshaw	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, E.N.R.	About 12th Sept.	Freight only.
SHANGHAI, MOJI, and KOBE	Capt. A. L. Valentini	About 17th Sept.	Freight and Passage.
LONDON, via USUAL PORTS OF CALL	MALTA Capt. H. Powell	Noon, 19th Sept.	Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 7th September, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI, WEIHAIWEI, CHFOO, and TIENSIN	"LIANGCHOW" ....	On 9th Sept., 4 P.M.
MINGPO and SHANGHAI, THUSS DAY ISLAND, OOKTOWN, CAIRNS, OWN SVILLE, BRISBANE, YDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"HUCHOW" ....	On 10th Sept., 4 P.M.
MANILA, ZAMBOANGA, THUSS DAY ISLAND, OOKTOWN, CAIRNS, OWN SVILLE, BRISBANE, YDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"YOCHOW" ....	On 11th Sept., 4 P.M.
MANILA STEAMERS and TIENSIN STEAMERS	"TAIYUAN" ....	On 10th Oct., 4 P.M.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.
SHANGHAI STEAMERS		have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		TELEPHONE 36.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,  
Hongkong, 9th September, 1908.

AGENT

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG" ....	Wednesday, 9th Sept., Noon.
SHANGHAI VIA SWATOW	"YATSHING" ....	Wednesday, 9th Sept., Noon.
MANILA	"LOONGSANG" ....	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" ....	Saturday, 12th Sept., 3 P.M.
MANILA	"YUENSANG" ....	Friday, 13th Sept., 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"KU TSANG" ....	Friday, 2nd Oct., Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KU TSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cusco, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Ustakan, Jesselton and Labuan.

Telephones No. 61.

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 9th September, 1908.

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## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW, ("DAIJIN MARU")	SUNDAY, 13th Sept., 2 P.M.	
AMOY	Capt. I. SAKURAI	

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW ("SHOSHU MARU")	WEDDAY, 16th Sept., 10 A.M.	
AMOY	Capt. I. SAKURAI	

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabin Amidships Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 7th September, 1908.

T. ARIMA, Manager.

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HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN, and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
OUTWARD.

FOR	MARSHALLS, ANTWERP & HAMBURG	HEAD OFFICE
S.S. SILESIA	14th September	S.S. SLAVONIA ... 10th Sept.

FOR	MARSHALLS, ANTWERP & HAMBURG	HEAD OFFICE
S.S. SAMBIA	16th September	S.S. AMBRIA ... 20th Sept.

FOR	MARSHALLS, ANTWERP & HAMBURG	HEAD OFFICE
S.S. SUEVIA	25th September	S.S. SPEZIA ... About 25th Sept.

FOR	MARSHALLS, ANTWERP & HAMBURG	HEAD OFFICE
S.S. SENEGBAMBIA	10th October	S.S. BRASILIA ... 4th Oct.

FOR	MARSHALLS, ANTWERP & HAMBURG	HEAD OFFICE
SS BELGRAVIA	17th October	S.S. SILESIA ... 18th Oct.

FOR NEW YORK ... S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 9th September, 1908.

Hongkong Office.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon Amidships, Electric Light, Perfect Cabin. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 10th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 31st August, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMARI	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJULATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION

STEAMERS	AUSTRALIAN
ABANA	Australian, str. 2,678. A. Bowden, 28th Aug.—New York 23rd June, Petroleum—Standard Oil Co.
ALSAOCAIG	Austral, str. 2,166. A. D. Moody, 30th August—Barry Dock 14th July, Coal—Navy Department.
AMERICA MARS	

